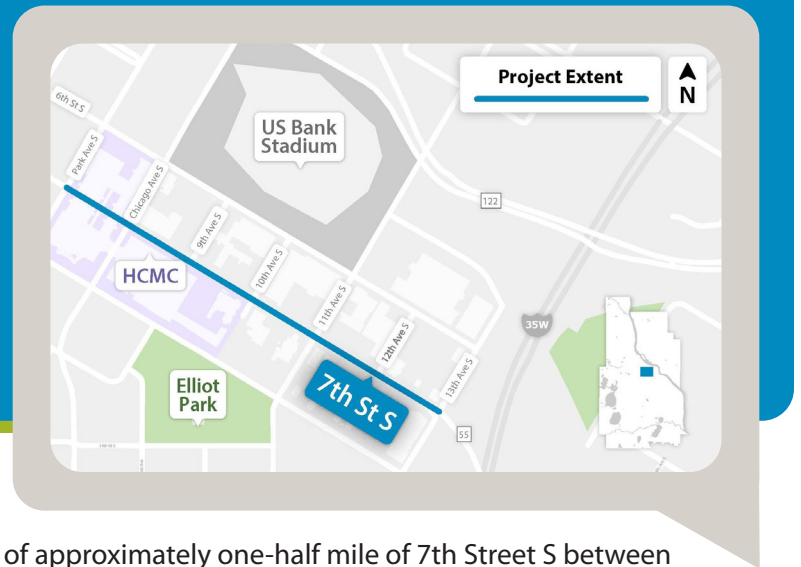


7th St S Reconstruction

Phase 1 engagement summary (13th Ave S to Park Ave)



Project overview

The City of Minneapolis is leading a full reconstruction of approximately one-half mile of 7th Street S between 13th Avenue S and Park Avenue in the Elliot Park neighborhood. As a key gateway to downtown, the corridor serves residents, businesses, visitors, Hennepin County Medical Center (HCMC), U.S. Bank Stadium, and many other destinations.

Originally constructed in 1967, the street has exceeded its useful lifespan and is in need of a full reconstruction. This project provides an opportunity to rebuild the corridor while improving safety, accessibility, and the overall experience for everyone who uses the street.

The project includes a three-phase community engagement approach:



Phase 1 focused on understanding existing conditions and developing project and engagement goals with community input.



Phase 2 will present initial design concepts that respond to the needs and opportunities identified during Phase 1. Community feedback will help refine the concepts and move towards a preferred design.



Phase 3 will share the recommended concept layout, explain how community input and technical analysis informed the design, and gather final feedback before the project advances to the formal city approval process.

February – July 2026

Phase 1 engagement introduced the 7th Street S Reconstruction Project and gathered community input to better understand how the corridor functions today. This included collecting information about curbside uses, traffic operations, on-street parking, vehicle speeds, and how people travel along and across the street by walking, biking, rolling, and using transit.

This phase also introduced the project's engagement and project goals and invited community feedback to help refine and confirm those goals. The information gathered will help shape future design concepts and ensure the project reflects community priorities.

Contact us

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Kristian Zimmerman, Transportation Planner - Public Works

📞 612-503-7921 📧 kristian.zimmerman@minneapolismn.gov

Last updated 7/27/2026

For reasonable accommodations or alternative formats please contact **Camilla Franchini, Public Works** (call: 612-499-0854, or email: camilla.franchini@minneapolismn.gov).

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. Para ayuda, llame al 311. Rau kev pab, hu 311. Hadii aad caawimaad u baahantahay, wac 311.

7th St S Reconstruction

Phase 1 engagement summary (13th Ave S to Park Ave)

Engagement opportunities

Phase 1 engagement was conducted between February and July 2026 through multiple communication channels:



6,000+ postcards were mailed to community members in the Elliot Park neighborhood



The project webpage reached 385 views and approximately 90 email subscriptions



18 community members participated in the online survey



3 comments were left on the interactive map



The open house welcomed around 15 community members



7 businesses were reached through door knocking

More detailed information about each communication channel and outcome is reported below.



Visit our project webpage:
**MinneapolisMN.gov/government/
Projects/7th-st-s-13th-park/**

Project webpage

The project webpage serves as the central source for project information, updates, and opportunities to participate throughout the project planning process. It provides an overview of the project, its purpose and goals, the anticipated schedule, and key milestones. The webpage also houses project materials, summaries, and other resources to help community members stay informed as the project progresses.

To make an easily accessible webpage, a direct web link

and QR code are included on all project communications, including handouts, mailers, and yard signs. Providing a consistent point of access helps ensure community members can find the latest project information, review engagement materials, and learn about upcoming opportunities to provide feedback.

Online Survey

The online survey was open from April 2 – June 30 of 2026 and invited community members to share their experiences with the corridor, identify existing challenges, and provide input on priorities for the future street design. The survey was promoted through yard signs, direct mail postcards, an in-person open house, and the project webpage to help reach as many people as possible.

To encourage participation from residents in the Elliot Park neighborhood, more than 4,700 postcards were mailed to nearby addresses. Each postcard included a direct link and QR code to the survey, along with information in Somali to improve accessibility for Somali-speaking community members.

Feedback topics

- Strong support for a people-focused street
- Pedestrian comfort and safety are key concerns
- Desire for biking infrastructure and improved connections
- More greenspace and plantings

The survey reached a diverse range of corridor users, including people who live, work, commute, receive medical care at HCMC, and attend events along 7th Street S. However, participation from people connected to schools and places of worship along the corridor was limited. To help address these gaps, the project team conducted door-to-door outreach to engage these community members and ensure properties along 7th Street S have opportunities to participate in the engagement process.

7th St S Reconstruction

Phase 1 engagement summary (13th Ave S to Park Ave)

Interactive Map

The online interactive map launched on April 2, 2026, and gives community members an opportunity to identify locations where they have experienced traffic safety concerns or encountered challenges while traveling along the corridor. Participants were also invited to share ideas and opportunities to improve walking, rolling, biking, taking transit, and driving as part of the future street design.

To make participation more accessible, the interactive map was available in both English and Somali, helping ensure Somali-speaking community members could share their experiences and ideas in their preferred language.

Themes

- Prioritize all modes of travel
- Bikeway connections
- Wayfinding
- Access

Stakeholder group meetings & correspondence

In addition to the public engagement activities, the project team met with the following neighborhood group and advisory committees. At each meeting, the project team presented information about the project and engagement schedules.

- Minneapolis Bicycle Advisory Committee | February 17, 2026
- Minneapolis Pedestrian Advisory Committee | February 19, 2026
- Elliot Park Neighborhood Association | May 13, 2026
- Downtown Improvement District | July 9, 2026

Resolutions from the Bicycle and Pedestrian Advisory Committees can be found in the Appendix.

Open house

An open house was held on April 21, 2026, at the Elliot Park Recreation Center, giving community members an opportunity to learn about the project, ask questions, and speak directly with the project team. Participants shared their experiences with the corridor, identified existing challenges, and discussed priorities and ideas for the future street design.

Conversations topics:



Project schedule and future engagement



Construction impacts and access concerns



Excessive speeding when exiting the freeway ramps



Pedestrian safety during events and near future Gold Line station



Desire for biking connections



Parking management for rideshare activity on 13th Ave



Curb cut management

Presentation boards and other materials shared during the open house are included in the Appendix.

7th St S Reconstruction

Phase 1 engagement summary (13th Ave S to Park Ave)

Business and property owners' engagement

Staff conducted early outreach to local business and property owners to introduce the project and understand access needs and existing conditions. Meetings were held with Hennepin County Medical Center (HCMC), and staff connected with the Minnesota Sports Facilities Authority (MSFA) to share the project overview, schedule, and one-page summary.

To broaden project awareness, staff conducted door-to-door outreach to businesses and property owners along 7th Street S between 13th Ave S and Park Ave S. Staff met with representatives from 7 of the 15 properties to share project information, explain how to stay involved through the project webpage and email updates, and provide project postcards and business cards. At the remaining 8 properties, where no one was available, staff left project postcards and will follow up by email and/or phone.

1: Photo of a yard sign along 7th St S promoting the open house and survey



2: Postcard that was mailed out to promote the open house and survey



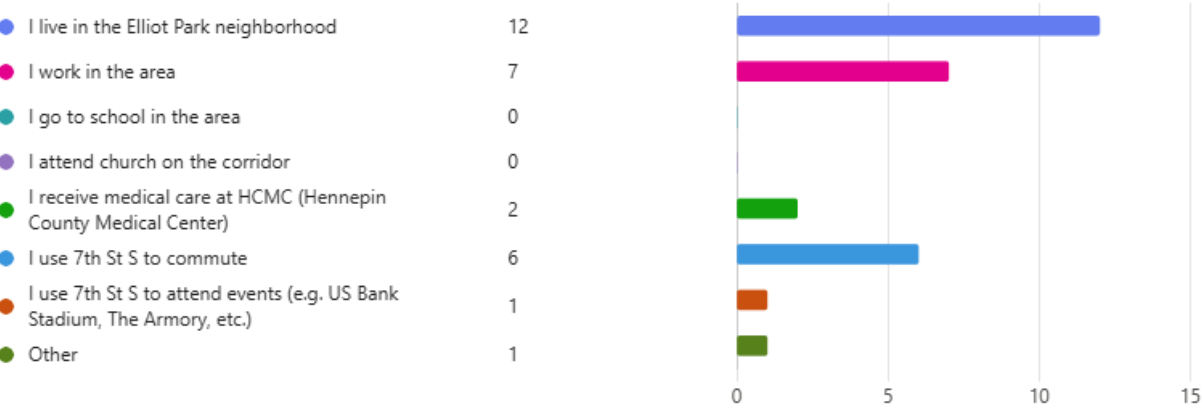
Appendix: Survey findings

7th St S Reconstruction phase 1 engagement summary

This section shows the responses from the 18 participants in the online community survey.

Figures 11 to 18 report answers to the optional demographic questions included in the survey to understand who participates through engagement.

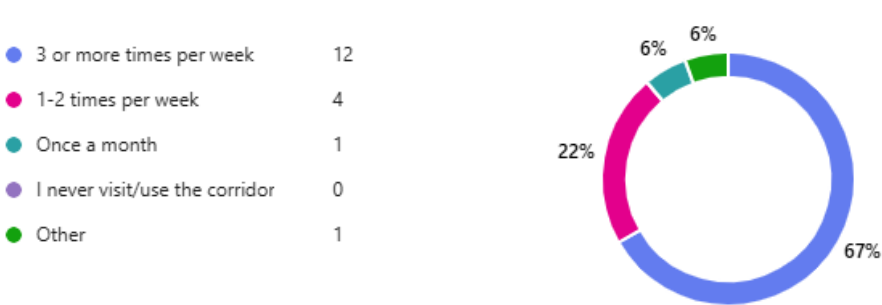
Figure 3: How do you currently use the corridor? (select up to 2)



Open responses to 'Other':

"I bike and drive in this street"

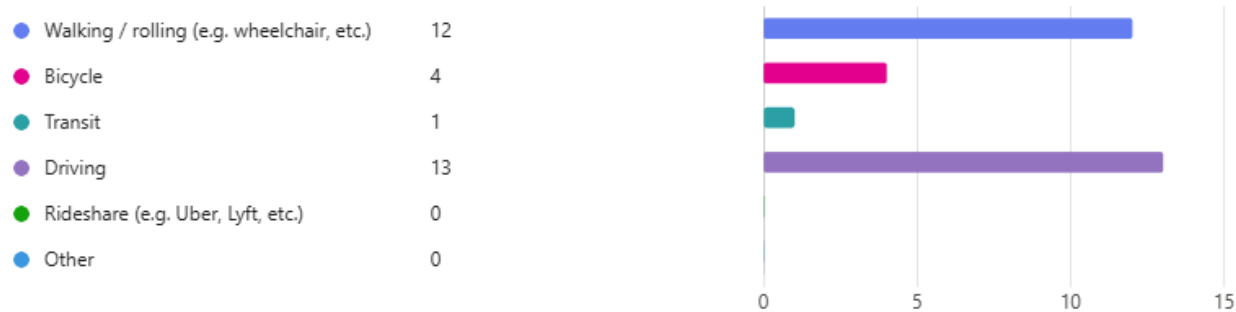
Figure 4: How often do you visit / use the 7th Street S corridor?



Open responses to 'Other':

"Everyday"

5: What mode of transportation do you typically use on the corridor? (select up to 2)



Appendix: Survey findings

7th St S Reconstruction phase 1 engagement summary

Figure 6: How safe do you feel crossing 7th St by walking or rolling (e.g. wheelchair, etc.)?



Figure 7: Do you feel unsafe or have difficulties crossing 7th St S at intersections by walking or rolling? (select all that apply)

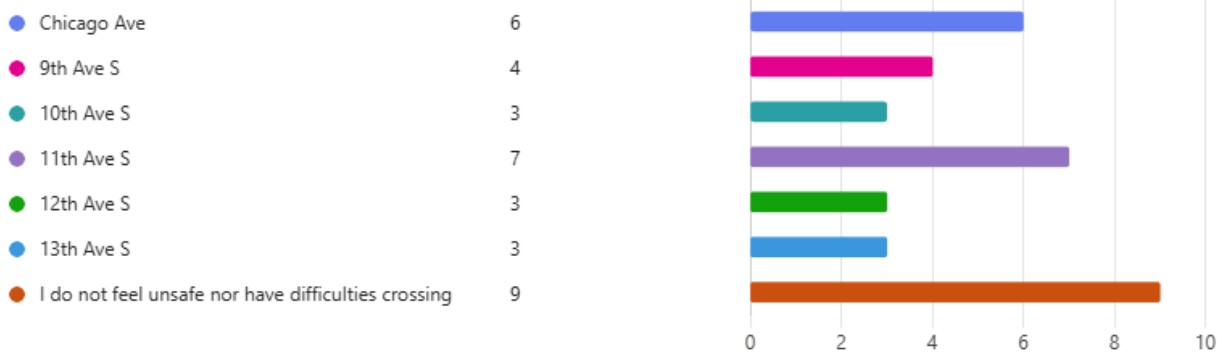


Figure 8: Do you bike on 7th St between 13th Ave and Park Ave?

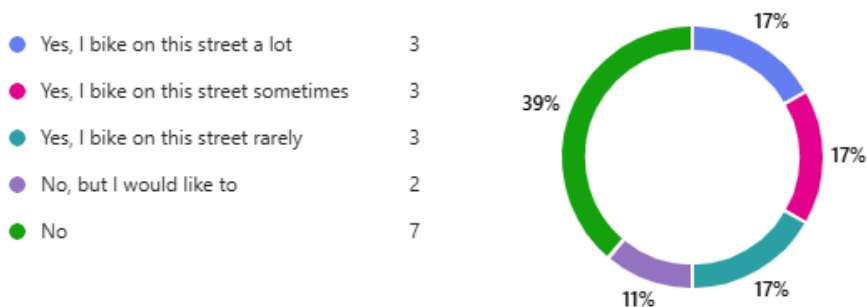


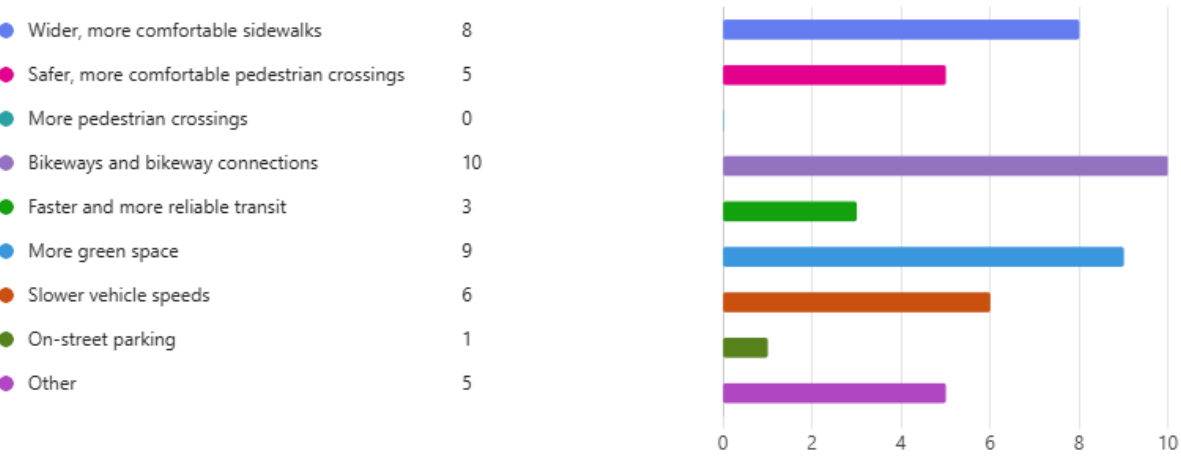
Figure 9: How safe do you feel when biking on 7th St S using 7th (from 13th Ave to Park Ave)?



Appendix: Survey findings

7th St S Reconstruction phase 1 engagement summary

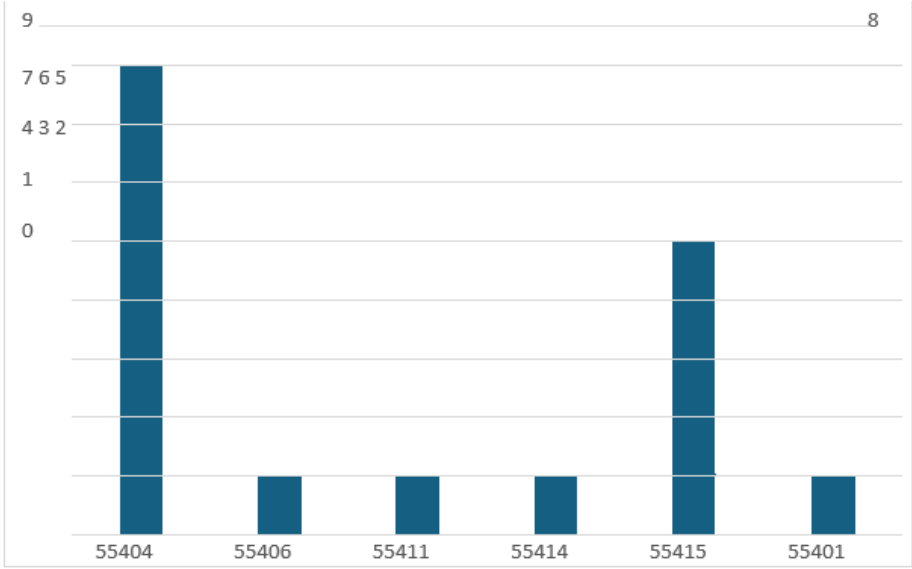
Figure 10: What would you like to see on the corridor? (select up to 3)



Open responses to ‘Other’:

“I’d like to see more trees”; “Better access to the 1010 ramp during game days/events. Lower bottleneck to all parking along the road.”; “It’s not at all bad now”; “Wider street”; “Correct right-turn lanes”.

Figure 11: If you are a Minneapolis resident, what is your ZIP code?



If you are not a Minneapolis resident, what is your ZIP code? 55044

Appendix: Survey findings

7th St S Reconstruction phase 1 engagement summary

Figure 12: Do you rent or own your home?

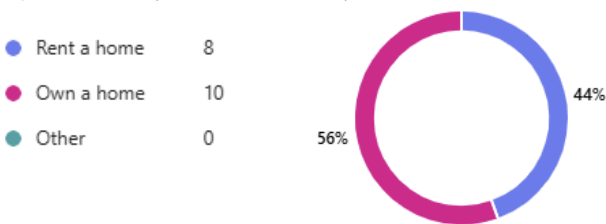


Figure 13: How would you best describe your race and/or ethnicity?

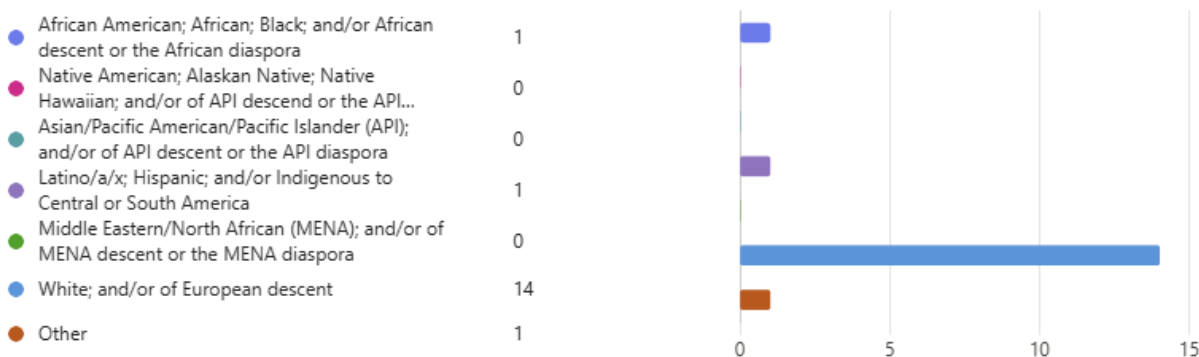


Figure 14: Which gender do you identify as?

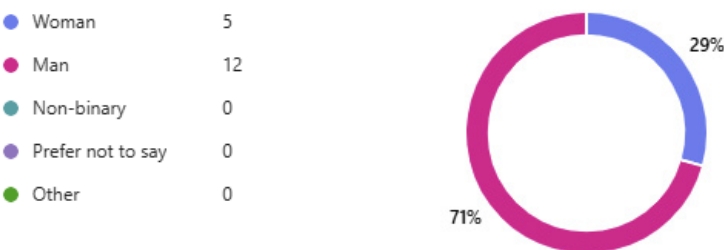
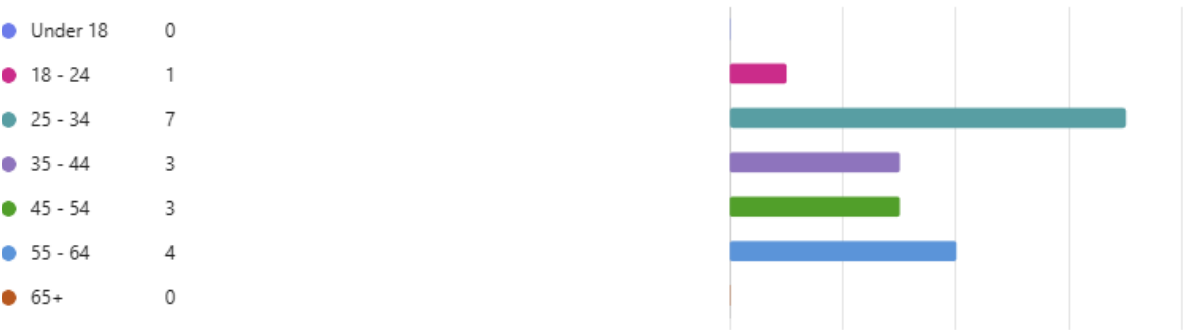


Figure 15: What is your age?



Appendix: Survey findings

7th St S Reconstruction phase 1 engagement summary

Figure 16: Does your household have access to a vehicle?

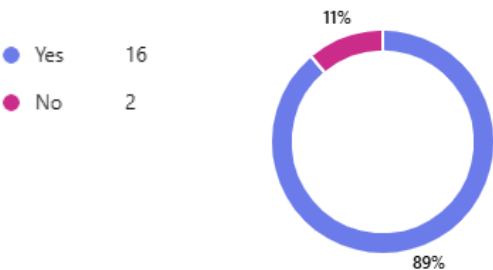


Figure 17: Do you identify as someone with a disability?

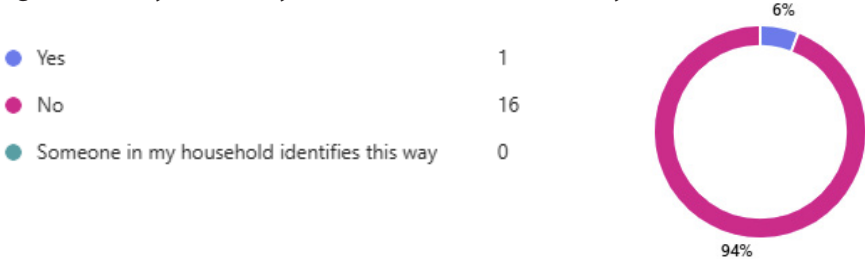
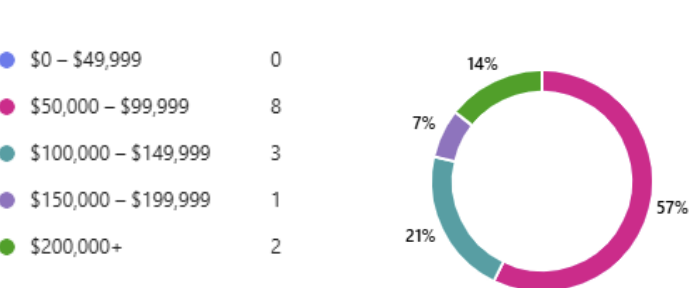
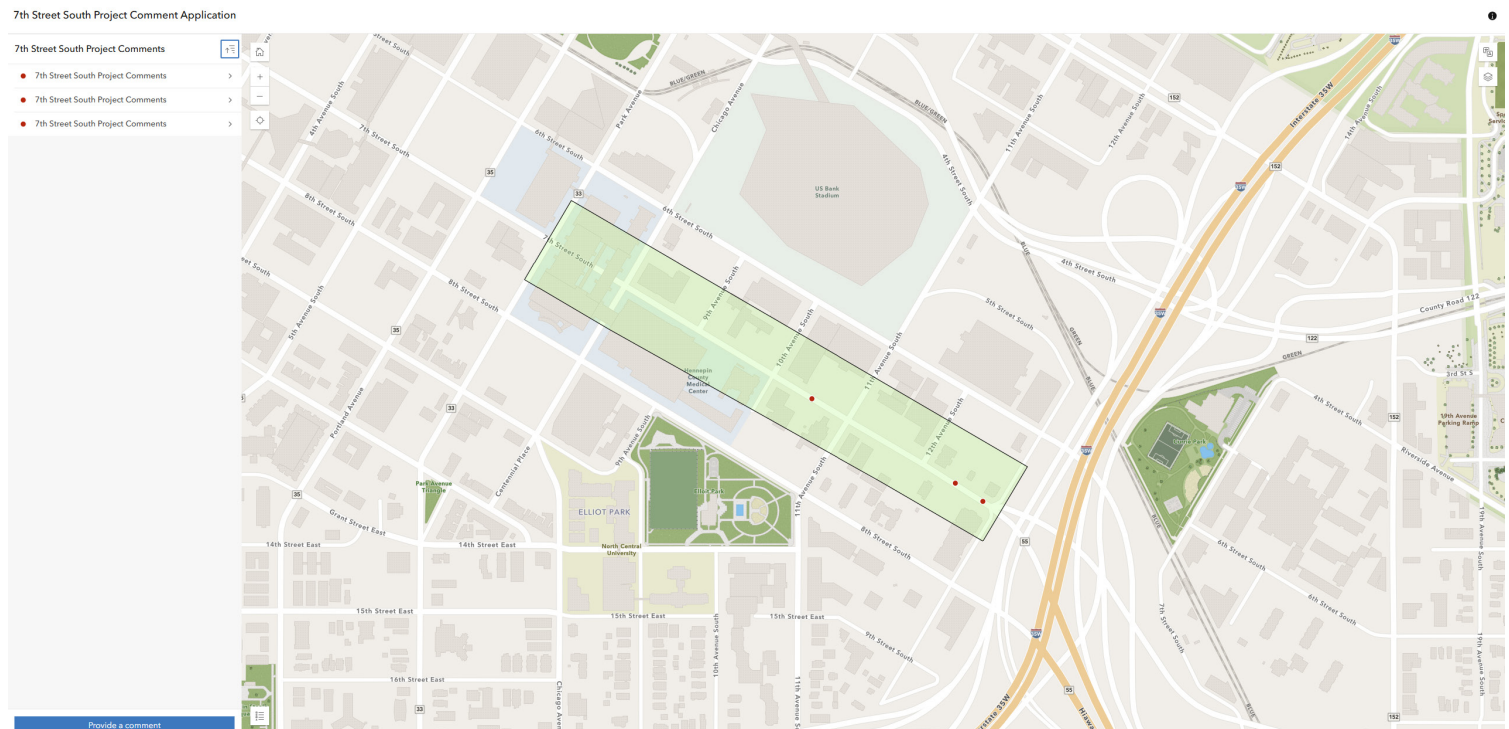


Figure 18: What is your total household income?



7th St S Reconstruction phase 1 engagement summary



1. "Bike lane to connect between 11th Ave and Park/Portland" – On 7th St between 10th Ave and 11th Ave
2. "Surface Parking Lots should be secondary to other transportation, they are able to use 12th Ave South entrance and exits." – On 7th St between 13th Ave and 12th Ave
3. "Help drivers find which lane they need to be in, while also making them aware they have 2 blocks to do so and don't need to immediately merge lanes." – On 7th St at intersection with 13th Ave

Appendix: Open house boards

7th St S Reconstruction phase 1 engagement summary

REIMAGINE

7th St S

TOGETHER!



Project information

from the 4/27/2026

open house



REIMAGINE

7th St S

TOGETHER!

Background

information

Project overview

Public Works will reconstruct nearly half a mile of 7th St S, between 13th Ave S and Park Ave in the Elliot Park neighborhood.

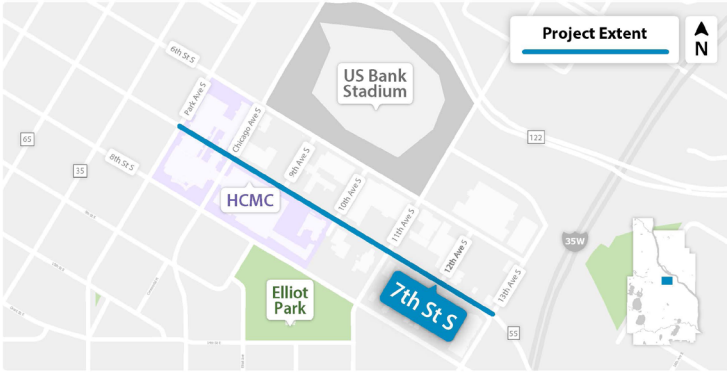
The street was built in 1967 and is now beyond its useful lifespan, needing to be rebuilt, known as a reconstruction. A street reconstruction aims to fix old or worn-out infrastructure such as pavement, sidewalks, curbs, and drainage.



Last updated: 4/27/2026

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Project Extent



Project timeline

Planning

October 2025

Concept Development

Feb 2026 - Jan 2027

Final Design

Feb 2027 - Nov 2028

Construction

2029

Project goals

 Design the street to reflect community desires and needs.

 Make it easy and safe for people to walk, bike, roll, and take transit.

 Add more green space to support native plants and wildlife.

 Create a street that is safer, calmer, and built to last.

 Use green infrastructure and natural features to capture and clean stormwater.

REIMAGINE

7th St S

TOGETHER!

Transit map

Transit Routes

 Project extent

 Frequent local buses

 All-day local buses

 All-day express buses

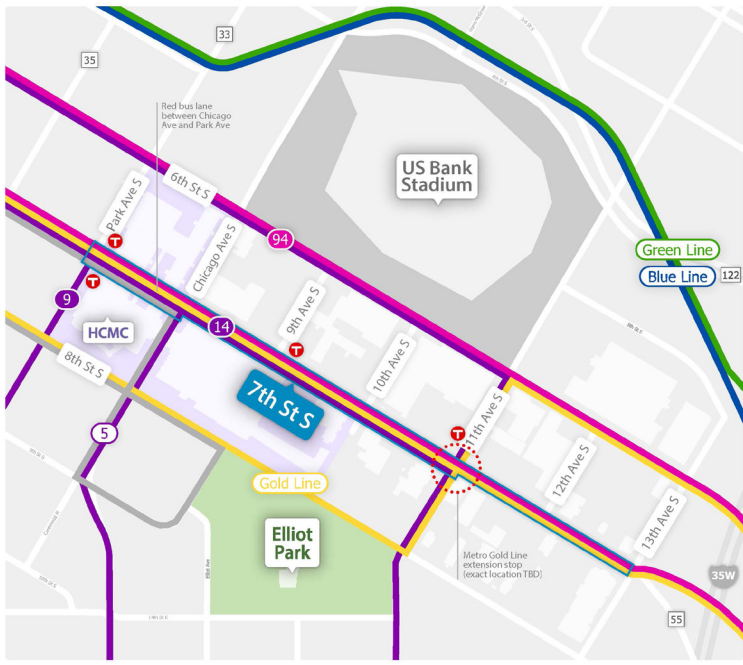
 Metro C and D Line

 Metro Green Line

 Metro Blue Line

 Metro Gold Line (2027 extension)

 Metro Transit stops/stations



Last updated: 4/27/2026

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Last updated July 27, 2026

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Appendix: Open house boards

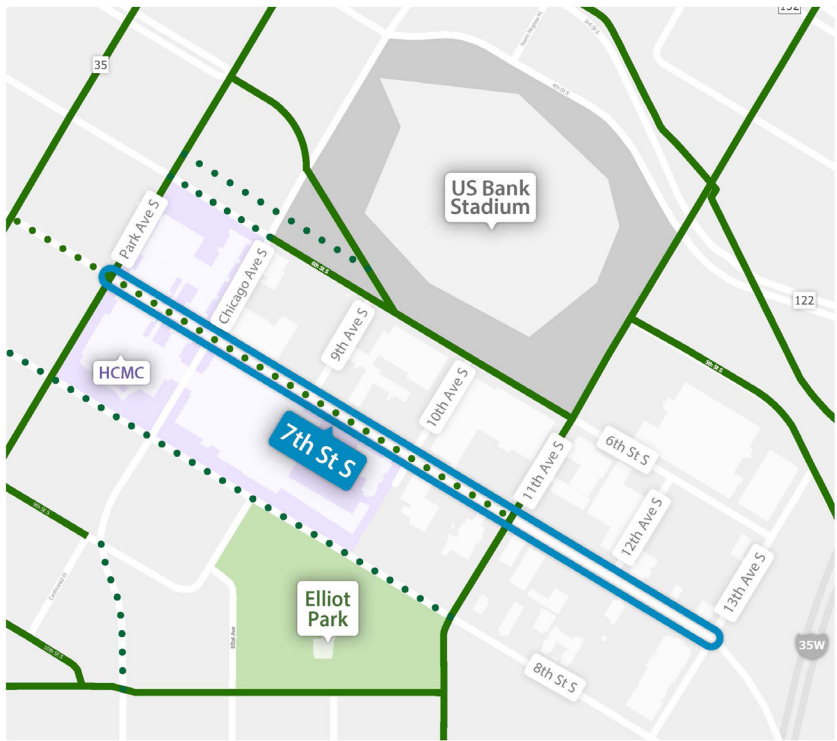
7th St S Reconstruction phase 1 engagement summary

REIMAGINE
7th St S
TOGETHER!

Bikeway map
Existing and potential future bikeways
The All Ages and Abilities Network is a planned system of safe and comfortable bike routes across Minneapolis. It is designed so anyone – from kids to elderly – can bike around the city easily and confidently.

Bike Routes
Project extent
Existing bikeways
Potential future bikeways (AAA)


Last updated: 4/27/2026
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REIMAGINE
7th St S
TOGETHER!

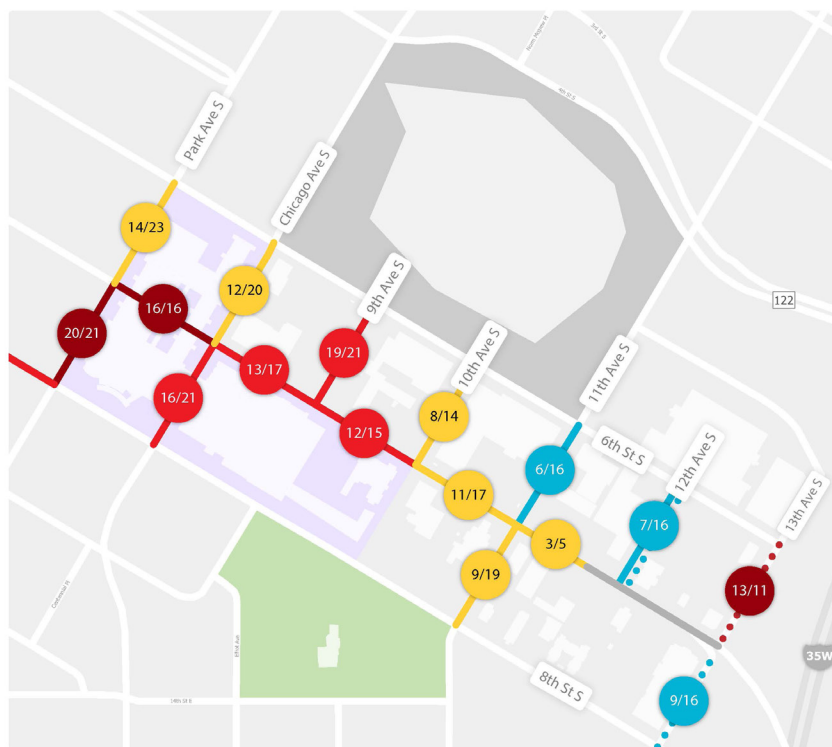
Daily users & speed data
User data
Daily users
Vehicle speed data
¹Data from October 2022
²Data from December 2025


Last updated: 4/27/2026
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Appendix: Open house boards

7th St S Reconstruction phase 1 engagement summary



Number of crashes



Appendix: Open house boards

7th St S Reconstruction phase 1 engagement summary

REIMAGINE

7th St S

TOGETHER!



Tell us about your vision.



We want to hear from you. Share your ideas by taking a quick survey or adding your input directly on our interactive web map by scanning the QR codes below.

Survey





Map survey



Project goals

Submit your feedback with **blue** paper

-  Create a street that is safer, calmer, and built to last.
-  Design the street to reflect community desires and needs.
-  Make it easy and safe for people to walk, bike, roll, and take transit.
-  Use green infrastructure and natural features to capture and clean stormwater.
-  Add more green space to support native plants and wildlife.

Engagement goals

Submit your feedback with **green** paper

- Involve many different people in the project and make sure their voices matter.
- Respect people's time and meet them in places that work for them.
- Share project information that is clear, consistent, and on time.
- Work with the community to make sure project plans match what people need and care about.
- Be open about decisions, schedules, and limits.

Project Assessment

The 7th St S project will assess property owners and taxpayers. There will be a separate process for setting the assessment amount. This is handled by our Special Assessments Office.

For more information on assessments, please scan the QR code:



Or visit: www.minneapolismn.gov/resident-services/property-housing/property-values-taxes/special-assessments/special-assessment-types/

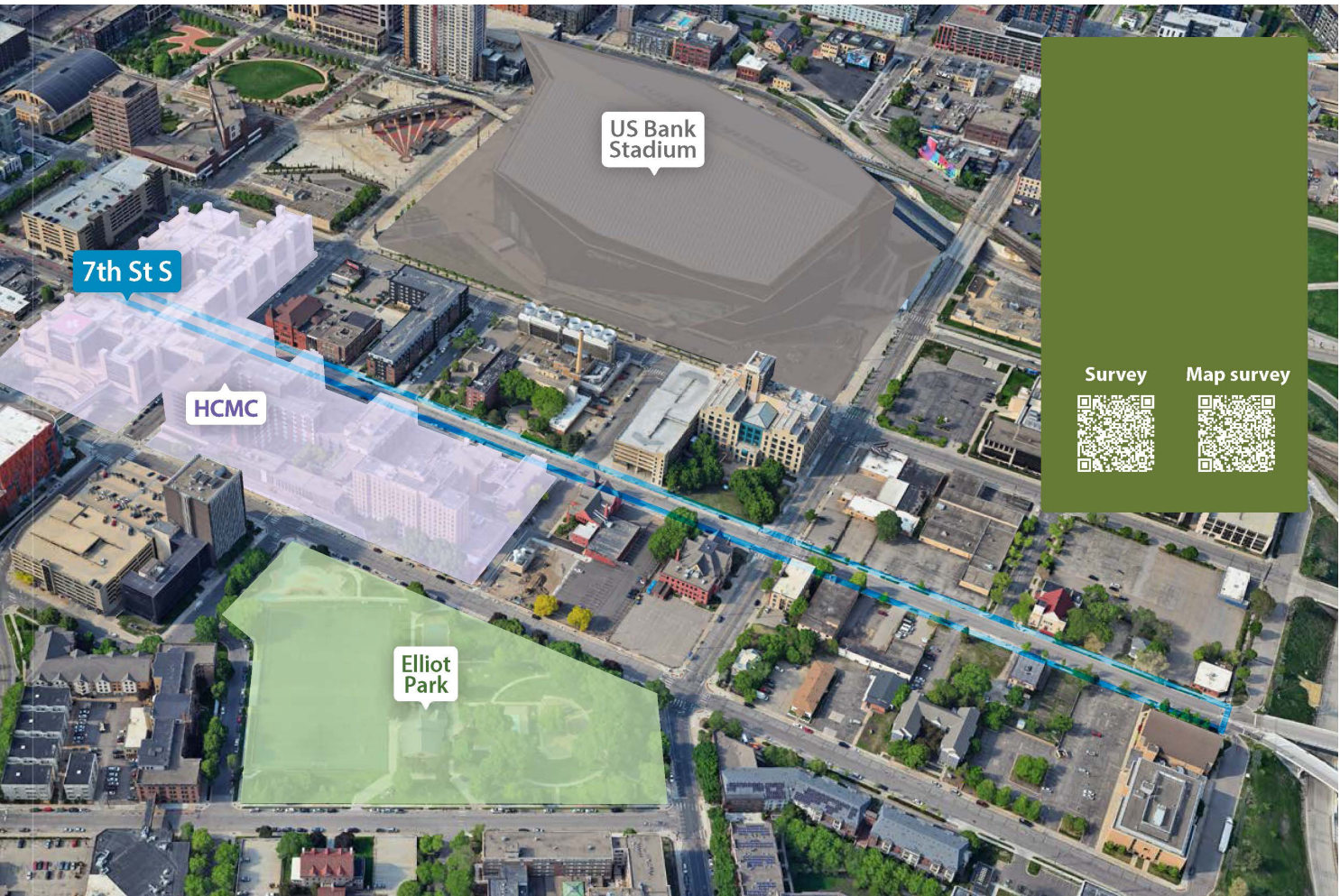
If you have any questions about assessments on this project, please email the Special Assessments Office at PWSpecialAssessments@minneapolismn.gov or leave a voicemail at 612-673-2401.

Appendix: Open house boards

7th St S Reconstruction phase 1 engagement summary

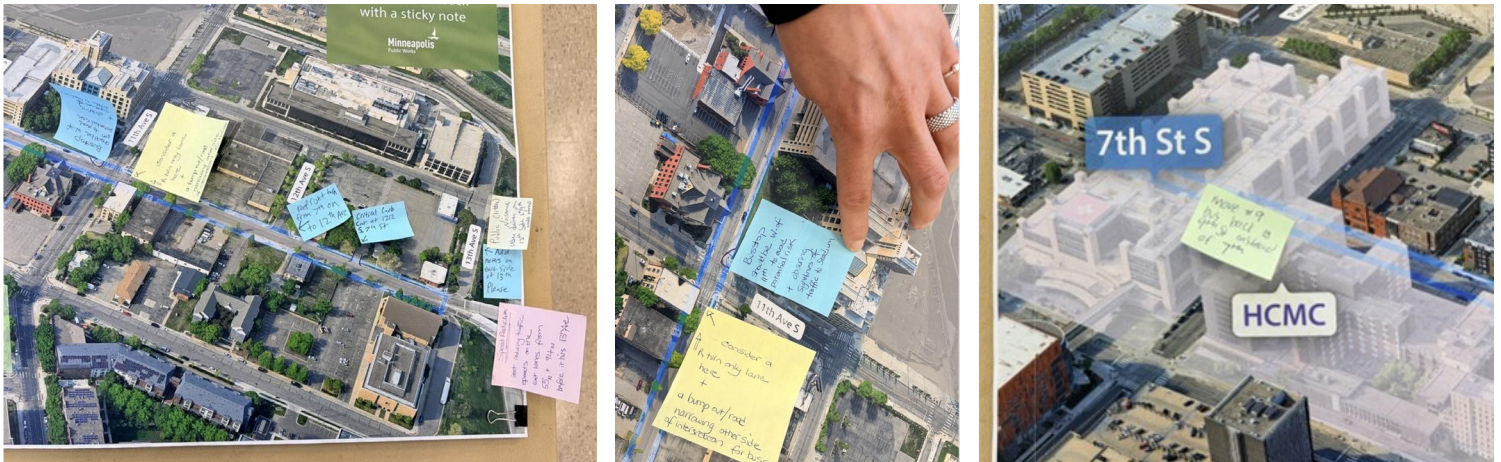
Staff provided a large-scale map with sticky notes to collect community feedback.

Comment cards were available at the open house for community members to provide written feedback to the project and engagement goals currently proposed and reported on the project webpage and project one-pager. No comments were provided.



Appendix: Open house boards

7th St S Reconstruction phase 1 engagement summary



Sticky notes comments:

1. On 7th St between 9th Ave and Chicago Ave "Move #9 bus back to 9th St instead of 7th"
2. Intersection of 7th St and 11th Ave
"Bus stop should be West of 11th to avoid potential risk + obscuring sightlines of traffic to stadium"
"Consider right turn only lane here + a bump out/road narrowing other side of intersection for bus stop"
3. On 7th St approaching intersection with 12th Ave
"Keep right turn from 7th on to 12th Ave"
4. On 7th St between 13th Ave and 12th Ave
"Critical curb cut at 1212 S 7th St"
5. On 7th St at intersection with 13th Ave
"Speed reduction"
"Start reducing traffic speeds on the exit lanes from 55 + 94 before it hits 13th Ave"
6. On 13th Ave
"Add meters on East side of 13th please"
"Public (little) nuisance Uber driver on 13th betw. 6th / 7th needs meters"

Approving Pedestrian Advisory Committee comments re: 7th Street South Reconstruction – 0%.

Resolved by the Minneapolis Pedestrian Advisory Committee:

That, pursuant to authority under City Council Resolution 2025R-014, Pedestrian Advisory Committee comments for the Mayor and City Council are hereby approved as follows:

7th Street South Reconstruction – 0%

The Pedestrian Advisory Committee (PAC) thanks the project team for its presentation on the 7th Street South (from 13th Avenue South to Park Avenue) Reconstruction project. The PAC recommends prioritizing a design that serves the daily needs of Elliot Park residents and community members over peak traffic volumes associated with infrequent downtown events. Design decisions that prioritize high volumes and speeds of motor vehicle traffic degrade public health through increased air and noise pollution, erode neighborhood cohesion, and create unsafe conditions for people walking, rolling, and using transit. These outcomes are incompatible with a livable neighborhood and should not guide corridor design.

The PAC recommends the following:

Street Design and Speed Management

- Limit general-purpose vehicle traffic to one lane throughout the corridor. Where additional capacity is required, use dynamic or shared bus lanes rather than permanent expansion.
- Design the corridor to achieve target speeds of 20 MPH or lower through 10-foot travel lanes, raised intersections, curb extensions, and chicaning.
- Eliminate dedicated turn lanes wherever possible and reallocate space to reduce pedestrian crossing distances.
- Prohibit right turns on red throughout the corridor.

Pedestrian Safety and Accessibility

- Provide crosswalks on all legs of all intersections.
- Minimize crossing distances at all intersections.
- Install directional curb ramps and accessible pedestrian signals at all crossings.
- Provide mid-block crossings where block lengths or design features warrant, including rectangular rapid flashing beacons where appropriate.
- Ensure clear, visible street name signage that faces all directions of approach.

Transit and Bicycling

- Provide a continuous dedicated bus lane for the length of the corridor.
- Include a protected, sidewalk-level bikeway.

Public Realm and Amenities

- Prioritize pedestrian and public space through curb extensions, barriers, and bollards.
- Include benches, bike parking, water fountains, waste receptacles, and wayfinding signage on every block.
- Integrate green stormwater infrastructure, trees, and plantings throughout the corridor.
- Reallocate space currently used for car storage to greening and public use, and limit necessary parking to short-term, metered use.

Resolution No. 2026-013

Pedestrian Advisory Committee resolution

Institutional and Site-Specific Recommendations

- Work with HCMC/Hennepin Health to align policies with project goals by prioritizing and incentivizing walking, rolling, biking, and transit use over non-essential motorized travel. For example, provide and/or expand patient and staff reimbursement for transit use.
- Address the conditions between Chicago and Park Avenue under the HCMC building through improvements to lighting, greening, public art, and routing of non-transit traffic to reduce exposure to noise and air pollution.

The 7th Street South reconstruction project presents a welcome opportunity to support everyday use, improve public health, and strengthen neighborhood connectivity. The PAC recommends prioritizing these outcomes over short-term or event-driven traffic demands.

Adopted: April 9, 2026

Approving Bicycle Advisory Committee comments re: 7th Street S. Reconstruction - 0%.

Resolved by the Minneapolis Bicycle Advisory Committee:

That, pursuant to authority under City Council Resolution 2025R-013, Bicycle Advisory Committee comments for the Mayor and City Council are hereby approved as follows:

7th Street S. Reconstruction - 0%

The Minneapolis Bicycle Advisory Committee (BAC) appreciates the presentation on February 17, 2026, by project staff for the 7th Street South Reconstruction. Despite being only at the 0% design level, the BAC feels there are some important items to consider as the project moves forward.

The BAC supports the stated project goals of making it easy and safe for people to walk, bike, roll, and take transit on a street that is safer and calmer. The speed data presented highlights the need to significantly slow vehicle traffic immediately as drivers exit the freeway ramps. The street should be designed for the desired vehicle speed.

The BAC requests that staff examine options in case the Hennepin County Medical Center's redevelopment project should move forward. The BAC urges design considerations to make 7th Street South futureproof, specifically as it comes to the connectivity of 9th and 10th Avenues. Currently, the hospital complex blocks these urban streets, and their historic right of way appears vacated. However, the BAC would urge the eventual reconnection of 9th and 10th Avenues to 8th Street should hospital projects and other landowners allow. We urge reconnecting the urban grid for pedestrians and bicycles and perhaps even for motor vehicles. The linear urban form along 7th Street today with long blocks encourages speeding and devalues the experience for those living along or using the corridor. We believe grid repair would be a way to reincorporate this neglected neighborhood into the downtown community by orienting travel and sightlines beyond the behemoths of HCMC and U.S. Bank Stadium and towards the urban amenities of Elliot Park and the neighborhood scale development surrounding it. This is important, since elsewhere in the neighborhood, the HCMC Centennial Place ramp will be disrupting the urban grid.

The BAC recommends that staff pursue a street layout with two general purpose lanes and one transit-only lane, similar to the rest of the corridor west of Chicago Avenue. If parking is included, it should be on the left side only, and should be broken up by mid-block bump outs to help narrow the street and communicate the design speed to people driving. These bump outs could also be good locations for green stormwater infrastructure. This lane configuration would result in 10 or more feet being made available for protected bicycle facilities and/or a planting strip to separate pedestrian space from vehicle traffic while adding trees to the corridor. City staff should work with MnDOT to treat the transit-only lane on the I-94 offramp, to match our proposed layout for 7th Street and ensure fast and reliable service on the 2027 Gold Line extension and other existing transit routes.

We note that Minneapolis currently lacks a complete east-west connection across downtown suitable for All Ages and Abilities (AAA). The upcoming projects to add protected bicycle facilities on 9th and 10th Streets and on 11th Avenue fall a few blocks short of connecting, and existing infrastructure on 4th Street and 6th Street do not extend all the way to the eastern end of downtown. While 7th Street is not designated as a near-term low stress bikeway in the All Ages and Abilities Network, the wide right-of-way and connection to 11th Avenue could present an opportunity to move closer to a completed connection.

Resolution No. 2026-011

Bicycle Advisory Committee

If AAA infrastructure is not ultimately selected for 7th Street, the BAC would like to see proactive planning for how this gap will be closed when we receive presentations on downtown projects.

The BAC appreciates the early presentation on this important corridor entering downtown and looks forward to seeing the potential features at 15% design.

Adopted: April 7, 2026